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Belgium Puts  
Scheldt Issue  
Up to ParisReady to Leave Disagree-  
ment With Holland on  
1839 Treaty Revision to  
Boundaries Commission

PARIS, Aug. 27.—While rumors have been current in Paris during the last few days of increased tension between Holland and Belgium, because of the Dutch reply to the Belgian case on the revision of the treaty of 1839, with intimations of a rupture of negotiations, the real attitude of the Belgians remains one purely of expectancy. The Belgian government yesterday had as its object a matter entirely unconnected with this question.

It is even improbable that the Belgians will make a rejoinder to the Dutch reply for the moment. It is considered that they will leave the matter entirely to the commission and the conference to pursue as they see fit.

Since the opening of the Peace Conference, the Belgian delegates have insisted upon a revision of the Treaty of 1839 with Holland, under which Holland annexed the southern bank of the Scheldt river and the southern part of Dutch Limburg, an elongated strip of land between Belgium and Germany.

The Belgians, basing their demands upon the necessity of securing a stronger military frontier and freeing the trade of Antwerp, their great port, from the restrictions which are now placed upon it by the Dutch possession of the lower course of the Scheldt, have asked for political control of the southern bank of the Scheldt and certain guarantees safeguarding Belgian commercial interests in South Limburg, in return for their concessions. The Belgians suggested that Holland receive compensation in the form of certain bits of German territory which are inhabited by a Dutch-speaking population.

The reply of the Dutch government to the Belgian claims was presented to the commission charged with the revision of the treaty on August 22. No official statement was given out, but it was understood that the deadlock was unbroken.

The Allies are believed to be favorably inclined toward the principle of the free navigation of the Scheldt, but Holland is understood to be irrevocably opposed to any renunciation of sovereignty in this connection.

## Peskor and Kamishin

## Taken by Bolsheviks

LONDON, Aug. 27.—Peskov, southwest of Petrograd, has been captured by Bolshevik forces, according to an official statement issued at Moscow. The Bolsheviks also claim successes on the Volga. In General Denikin's territory. They report the capture of Kamishin, of the Volga, 120 miles southwest of Saratov, by their forces, which are declared to be advancing toward Tzaritsyn, 100 miles further south.

In the district to the northeast of Kamishin the Bolshevik statement reports the recapture by Soviet forces of the towns of Borisoglebsk and Tzaritsyn.

Another Bolshevik communication, received by wireless, says that the Cossacks of General Mamontoff succeeded in breaking through the red army, whose heavy masses closed behind them, cutting off their communication with the anti-Bolshevik forces.

Martial Law Extended  
Over All of Hungary

PARIS, Aug. 27.—Martial law, which was proclaimed in Budapest a few days ago, has been extended to the whole of Hungary, according to a Havas dispatch from Budapest. The extradition of Bela Kun and his associates in the former Hungarian Communist government has been demanded by Hungary from the new Austrian Foreign Office, according to a Vienna dispatch by way of Basle.

## OVINGTON'S

"The Gift Shop of 5th Ave."

314 Fifth Ave., near 32d St.

Big Air Derby  
Finished by 17  
More PlanesSeven Aviators Are Forced  
Down in Race Between  
Toronto and New York  
and Return by Storms

The third day of the International Air Derby, and worst, as far as conditions of air travel were concerned, saw seventeen more fliers complete the course.

Seven finished at Toronto and ten at Roosevelt Field. All arrived rain-soaked and with their planes buffeted and shaken by the wind and rain they had encountered. So bad had weather conditions become during the middle of the day that the control boards forbade any aviator to go up. Before this, planes had been put out of the running by the storm, and one had disappeared.

Lieutenant H. G. Slater in a DH-4, left Buffalo for Toronto at 12:44 yesterday. Late last night airplanes and members of the Toronto Life-Saving station were still hunting for him. It is feared that he had been dropped into Lake Ontario, or else has been driven far off his course by the storms.

Captain H. H. Cook, who arrived at Buffalo in the mid-afternoon, gave up his flight to Toronto to fly over Ontario in the hope of finding Slater. He was seen by a pilot of a De Havilland machine flying west across the lake as he was driving on to complete his course at Toronto. He did not know at that time that Slater was missing and believed this was his machine.

## Barker First at Toronto

Colonel W. G. Barker, the Canadian, was the first to complete the course at Toronto yesterday. He arrived at 9:35, and gave up his flight with a crippled left arm which he received while he was flying at a high altitude, was in excellent condition.

Lieutenant S. M. Moore arrived at 11:35, Lieutenant Schiller at 11:43 and L. W. Harker at 11:50. Those who completed their flights at Roosevelt Field yesterday were:

Lieutenant R. S. McKillop, 11:20 a. m.; Captain A. S. Simonsen, 11:34; Lieutenant C. C. Brown, 11:38; Lieutenant P. H. Logan, 11:42; Lieutenant H. P. Chandler, 11:45; Colonel Gerald C. Brant, 11:55; Lieutenant Colonel H. E. Hartney, 12:04; Lieutenant Ben Adams, 12:07; Lieutenant W. M. Taylor, 12:10; and Major Z. B. Gilkeson, 12:15.

Lieutenant E. T. Hensinger came within four miles of completing his flight in his DH-4 at 9 last night, ground about in the darkness and finally came to earth at Farmingdale, four miles away. His machine was slightly damaged by the landing.

All along the 1,000-mile course yesterday planes were beaten down by the rain, or driven out of their courses by forced landings by the wind.

It was not until 12:45, when the sun came out during the afternoon, that the clouds began to clear and the rain to stop.

The storms overhead and the soggy ground underfoot were productive of more crashes than have occurred on either of the two previous days of racing.

At 1:08 yesterday afternoon Lieutenant Charles L. Osborne soared up into the mists that overhung Roosevelt Field in his DH-4 machine, in which Lieutenant Maynard completed the course yesterday.

"It's a lucky bus and it'll bring me luck," he asserted just before he climbed into the cockpit.

But it didn't. A storm overhauled him before he had more than got under way and drove him down at Jericho, Long Island, and the "lucky bus" came to an inglorious smash-up in a mired field.

Lieutenant C. H. Reynolds, in a DH-4, crashed north of Albany, and Lieutenant R. C. Kirkpatrick smashed his propeller when attempting to take off from the water at Buffalo.

Neither aviator was seriously hurt. Another storm overhauled Lieutenant G. S. Jones near Batavia, N. Y., and forced him to land at Knoxboro.

He alighted in the middle of a field where a farmer was ploughing. The man's horses ran away at the sight of the machine trundling toward them. The minor damage was done to the plane, and Lieutenant Jones expects to continue his flight today. He already had flown from Toronto to New York, but unofficially started his official flight from Roosevelt Field at 2:16 yesterday afternoon.

Major J. J. Lyons, flying a JND-4, was forced to drop out of the race yesterday at Poughkeepsie, after two attempts to resume his flight yesterday morning. In the second his machine buried her nose in the ground, damaging her beyond immediate repair.

The aviator, Lieutenant P. W. Brown, was wrecked at Canastota, N. Y., when he made a forced landing and hit a fence. He was not hurt.

## Lieutenant Crehore Getting Well

It was reported at the flying field yesterday by aviators arriving from Albany that Lieutenant A. B. Crehore, former member of the Lafayette Escadrille, who was injured on the flying field there Tuesday, was out of danger and getting on well.

Roosevelt Field yesterday was a dismal place. The clouds hung low and it was drenched by showers several times. As a result of the storms that were hanging over the course, there was not much activity on the field. Only a fraction of the thirty or more planes that were expected arrived, due to wet and windy weather all along the course.

At mid-day and toward dusk, the field had two bursts of activity. During these periods the rain fell up long enough for aviators willing to take a chance to drive their machines across the last lap of their journey.

At 11:20 the first rain-soaked aviator appeared through the mist above the field, circled wide to determine where he was and then volplaned down. He was Lieutenant R. S. McKillop, who had fought storms all the way down from Albany and was driven several times off his course. He flew a JN-4H and had Sergeant Wayne Nease as a passenger.

## Flying Orders Suspended

He was followed by Captain R. S. Simonian, also completing his flight. The aviator, Lieutenant P. W. Brown, Simonian arrived at 11:34, with Major Henry Miller as passenger. Lieutenant W. C. Brown, with Lieutenant Daniel B. Gish as passenger, finished his round trip in his SE-5 at 11:50. From then until late in the day rain fell so heavily along the course that the controls at the various stations along the course ordered flying suspended. Toward evening the storm clouds began to thin out and those aviators within one hop of home took the air again at Albany.

One  
Trial  
Proves  
its value

BELLANS  
FOR INDIGESTION

The first of the evening arrivals was Lieutenant P. H. Logan in a La Perre machine. Sergeant W. J. Schackelford was his passenger. Logan reached the field at 5:50 after fighting his way through rainstorms en route.

Lieutenant H. B. Chandler followed him in a JN-4H. He and his passenger, Sergeant Tim Maloney, dropped to the field at 6:32.

There was an interval of a half hour after Chandler landed, and then the great planes began to drop down through the dusk to roost like homing pigeons. The roar of one motor was scarcely stilled when another faraway in the darkness sign picked up the song.

Colonel Gerald C. Brant, in a DH-4, came in at 7:25. He was followed by Lieutenant Colonel H. E. Hartney at 7:33. Colonel Hartney was laughing like a boy when he climbed out of the cockpit.

"This is the greatest sporting event ever," he exclaimed. "I'd like to go back and do it all over again. In Toronto they are crazy about the race. There is talk there of making it an annual event hereafter."

Lieutenant N. H. Adams, in a DH-4, arrived at 7:36:15. Literally on his tail came H. H. George, completing the first half of his round trip from Toronto. He came to earth at 7:37:15.

He was followed through a storm on his way down from Albany. The tips of his propeller were frayed and splintered by boring through the heavy rain.

## Major Gilkeson Arrives

Lieutenant W. R. Taylor came to earth in his DH-4 at 7:53:15, completing his round trip, and Major A. B. Gilkeson, in a JN-4H, arrived at 8:05.

Captain F. A. Kinley, who drove his machine into a tree at Albany on Monday to miss the crowd on the flying field, returned to Mineola yesterday. His face was bandaged and he still limped badly. He was reluctant to discuss the smash-up. Official recommendation that his act of bravery be cited has been forwarded to Washington.

Rogor J. Adams, a member of the American Flying Club, brought back an amusing tale from Toronto. Major Simonsen in his DH-4 was swooping to land on the field Tuesday, he said, when he became blinded by the smoke signals burning along its sides.

In swinging out of the smoke he headed directly toward a peaceful farmer, adding to his wagon. The farmer saw him coming just in time and jumped. Major Simonsen's machine grazed the seat where the farmer had been sitting a second before and the farmer was driven to the ground.

At the American Flying Club, which promoted the race, it was said yesterday that although the contest will end probably Saturday night, it will be several days before the winners will be announced.

All landing and starting times of all the controls must be checked up and the exact flying time of the leading machines is determined by the time they take to complete the course. Handicap arrangements provide that each machine competes against the best possible time under given conditions.

The one making the best record will be judged winner of the reliability contest. In addition to this, prizes will be given for actual speed.

Five cash prizes will be awarded in the reliability contest and more in the speed contest. In addition the American Flying Club has offered a trophy for the swiftest flight between either Toronto and New York or New York and Toronto, as published by a Canadian pilot. The Aero Club of Canada has offered a trophy for the best time by an American entry.

## Prince Thanks Flying Club

Time which entrants spend in Mineola, Albany, Syracuse, Buffalo or Toronto will not be considered in the calculations. No government pilots are competing for prizes, but are flying merely to determine the efficiency and standing up qualities of various types of American, English, French, Italian and German planes.

The message to the Prince of Wales inviting him to visit the American Flying Club during his visit to New York, which was carried to Canada by airplane, was replied to by telegram yesterday. The reply follows:

"The Prince of Wales desires me to thank the officers and pilots of the American Flying Club for their cordial message of welcome and good wishes. His royal highness hopes time will permit him to avail himself of their kind invitation while in New York."

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MEN'S SHIRTS, plenty of good quality, fast color Madras Shirts. All sizes. .1.39

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Each State to  
Own RailroadsDeclares Federal-Operated  
Trunk Lines and Feeders  
Run by Commonwealths  
Better Than Plumb Plan

## Opposes Nationalization

Favors Treaty as It Stands  
and Says Prohibition Will  
Help End Present Unrest

William J. Bryan has a plan for government ownership and operation of railroads which, he thinks, is greatly superior to the Plumb plan, because it avoids nationalizing the roads.

He thinks the league of nations treaty should be ratified at once, without any change as to form.

Prohibition, he thinks, will prove to be a steady thing in the present crisis of unrest and labor upheavals.

He has no fear of revolution in the United States, because, in his opinion, the people have the power in their own hands to remedy abuses, no matter what the cause.

Mr. Bryan was at the Hotel Chatham last night in conference with Edwin C. Duquenne, of the National Anti-Slavery League, and left for Washington on the midnight train.

"I believe in government ownership of railroads," he said, "on the theory that every monopoly should be a government monopoly; that is, that wherever competition is impossible and a monopoly necessary the whole people and not a few should have the benefit of it. The railroad part takes so much of a monopoly that such a road should be dealt with as such, and therefore become a government instrumentality, operated as well as owned by the government."

## For State Ownership

"But I believe that the railroad question, instead of being considered as one question, should be divided into forty-nine questions. The Federal government, dealing with one and the forty-eight states with the rest. The Federal government should own and operate a trunk line into each state, making each state independent. All the other railroads should be owned and operated by the states in which they are located. This not only divides up the problem, but it extends the changes over a period of years, each state taking control as public sentiment develops in that regard. This gives a definite purpose to be accomplished by degrees."

The plan not only reduces by 75 a so-called Federal government, which is necessary for the Federal government to invest in the railroads, but it answers the strongest objection to the nationalization of the railroads, namely, the concentration of such power at Washington. The dual plan above suggested would strengthen the states, whereas nationalization would lead to the absorption of state lines."

"Would this do away with the representation of the employees on the boards of management?"

## Employees To Be Represented

"Not at all. Under government ownership, both national and state, the employees will have representation, and in my judgment, should have representation. It is rather amusing that people who made no objection to railroad magnates having three-thirds representation should become so sensitive when the employees ask for one-third representation."

Asked about ratification of the peace treaty, Mr. Bryan responded with promptness that he favored it.

"I am unqualifiedly for ratification," he said, "and without any further delay. The Republicans who are seeking to make changes in the treaty are taking grave responsibility. No one can foresee the effect of delay or calculate upon the counter proposals that might be unloosed by other countries if they are called upon to accept changes proposed by us. The treaty was a compromise. It did not represent what any nation desired. Each had its own selfish interests, and the difficulties that the President had to meet, I think the treaty is even better than we could have expected. If a majority of the Senate desire changes in the covenant, they can instruct our delegates to work for such changes within the league."

Says Republicans Must Answer "What answer will the Republican leaders make if they adopt reservations that will cause extended delay if that delay should prevent the questions already settled and create conditions in Europe requiring the sending of American armies there? It will be no trifling matter to defend such a course before the nations who lost their sons and the people who have to pay added taxes."

"Have you any remedy for profiteering?"

"Yes. Profiteering is a real evil and so widespread that the remedy should be readily applicable in every locality. It is impossible for the Federal Trade Commission to deal with all the cases to which attention is being directed. Every state ought to have a state trade commission to deal with profiteering coming within the state, and each community should be authorized

to create local commissions. What we need is machinery so that any individual need not be permitted to protect himself by the exercise of individual force."

## No Danger of Revolution

"Is there any danger of revolution, such as predicted by various individuals, urging legislation?"

"No, I have never regarded revolution as a possibility—by revolution I mean a general revolution—the reason being that we have made revolution unnecessary by making evolution easy. The people have the least excuse for violence where the government is in their own hands and they can make it do what they desire."

"The plutocrat is our greatest menace. He carries the germ of revolution in his bite as surely as the mosquito carries the germ of yellow fever. The remedy for yellow fever is in the destroying of the breeding places of the mosquito, and so our nation can protect itself from revolution by destroying the breeding places of autocracy, which is private monopoly."

"Will prohibition have any steady effect on the present situation?"

"Prohibition ought to have an effect to the extent that men have expended for drink money that should have been expended for their families, saving ought to go to the families, and not to the employers."

Revenue Men Raid  
Broome St. StillOne Man Is Arrested;  
Enough Liquor Found  
to "Light Up" Church

Internal revenue agents, led by Colonel Daniel L. Porter, sniffed out still yesterday afternoon in a tenement at 156 Broome Street, and managed to catch one alleged moonshiner. The liquor, "which was found in the place in two-gallon kerosene cans for the last two or three months, it is believed."

The tenement is near Clinton Street and only two doors from Public Street. The odor of mash led the raiders to the second floor, rear. The door was locked and barred, but yielded to the hammer battering ram which dug itself upon it. Two men were inside near the jumble of worms, pipes, kerosene and tubs.

As the revenue agents entered one of the two men inside made a flying leap through the window, and was staggering out of sight as his pursuers reached the fifth floor. He got away. His companion grappled with the raiders, tore from their grasp and ran to the street. He was caught at Delancey Street.

In a store on the ground floor the revenue men found two two-gallon kerosene cans, the contents of either of which, they declared, "would have lit up a church." The primary purpose of the raid was not illumination, however. Twenty-two kerosene cans, filled with such "oil" cans, all of them empty, were found. There were also twenty-four sacks of sugar, valued at \$170.

The prisoner, who said he was Samuel Stein, was locked up in the Clinton Street police station for the Federal authorities. One "turn-out" of the still would be about twenty-four gallons, it was estimated.

Liquor Importations  
Cripple London Docks

LONDON, Aug. 27. (By The Associated Press).—One of the chief causes for the unprecedented state of congestion on the London docks is said to be an enormous influx of wines and

rum, for which the liquor trade gave tremendous orders immediately after the armistice was concluded.

It is reported that the port of London authorities are taking steps to slow down these shipments until conditions become more normal.

A suggestion that the government could look to the liquor trade to ameliorate its financial problems was made in a speech to-day at Carlisle by Baron d'Abernon, chairman of the Central (Liquor Traffic) Control Board and well known as a financier.

Baron d'Abernon said that despite the increased taxation the profits from the sale of liquor were greater than at any period in the trade's history. If financial circumstances required it, he added, the revenue from alcohol could easily be brought up to £200,000,000 yearly.

Seven Aliens Flee From  
Ellis Island by RowboatOne Captured and Federal  
Agents Are Searching City  
for Reds

The escape of seven aliens from a detention house dormitory on Ellis Island last Tuesday was revealed yesterday in an announcement by P. A. Baker, superintendent of the immigration station. A general alarm has been sent out for the men and government agents are combing the city for them. It is not believed they have succeeded in leaving the city. One of the men, al Baker, has been apprehended, but Superintendent Baker would not reveal his name, saying it might interfere with the capture of the others.

The seven men, Mr. Baker said, broke through the glass window of a door in the dormitory and went to a point on the island where a sea wall is being constructed. Here they boarded a row boat and escaped. Those who got away are:

Michael Koralek, Chaim Weissler, Johann Wolf, George Jimmy, Richard Ruyllaere, Giochano Cirincione and Norman Scantelberg.

Bryan and Governor 'Al'  
Mutually Fail to CallPoliticians in Flurry Because  
Leaders Snub Each Other  
at Syracuse

SYRACUSE, N. Y., Aug. 27.—Political observers were in commotion today because William J. Bryan, of Nebraska, failed to call on Governor "Al" Smith while in Syracuse, and Governor "Al" Smith failed to call on Mr. Bryan.

Governor Smith was the chief guest at an old-fashioned clam-bake, and it is said that Mr. Bryan does not like clam-bakes, if anything is served that is stronger than fresh clams.

It was reported in the evening that Mr. Bryan might invite Governor "Al" to attend the meeting of Good Templars before which he delivered an address, but the invitation was either delayed or forgotten.

Pershing Makes His Last  
Public Appearance Abroad

PARIS, Aug. 27.—General Pershing reviewed a French regiment of the Paris garrison this morning before the Hotel des Invalides and decorated several officers and soldiers.

This was the last public appearance of General Pershing before his departure for Brest next Sunday.

House Committee  
Favors \$150 Bonus  
To Postal WorkersDecision Is Made In Spite of  
Protest by Department:  
Affects 250,000 Persons;  
Will Cost \$40,000,000

WASHINGTON, Aug. 27.—A bonus of \$150 a year to meet the high cost of living was decided upon for all postal employees by the House Committee on Postoffice and Post Roads to-day, despite the protests of the Post Office Department, which claims that the increased salaries would impose an unnecessary burden upon the public. The action, which affects 250,000 employees, will require an additional expenditure of about \$40,000,000 yearly.

The pay was made retroactive to July 1, 1918, and the bonus will be paid in monthly installments. Higher wages also were allowed for temporary employees by increasing the minimum wage for this work from 40 to 60 cents an hour. The only limitations of the bonus is that the salaries of third class postmasters shall not be increased to more than \$2,500 a year and four class postmasters to more than \$1,000.

Members of the committee denied that the veiled threats of strikes by leaders of the employees caused the increases, but claimed that the extra money was necessary because Postmaster General Burleson has refused to allow increases that would meet the increased cost of living.

The employees have demanded increases of from 30 to 40 per cent in their testimony before various congressional committees, but a blanket proposal to increase all wages in the service 35 per cent was voted down by the committee to-day.

Republican leaders have planned to file the bill a preferential place on the legislative calendar, and it probably will be brought to a vote within the next two weeks.

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